

China Mail

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就六月九日四十八年一千一英里

HONGKONG FRIDAY SEPTEMBER 26, 1884.

PRICE \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON—E. ALCOCK, 11 & 12, Clerkenwell Lane, Lombard Street, E. C., George STREET & CO., 80, Cornhill, GORDON & GOTCH, Ludgate Circus, E.C., BATES & HENRY, 20, St. Margaret's, E.C., SAMUEL DRAGON, 10, Co., 150, & 154, Leadenhall Street.

PARIS AND EUROPE—GALLIN & PRINCE, 36, Rue Lafayette, Paris.

NEW YORK—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND—CROMPTON & GORE, Melbourne and Sydney.

SAN FRANCISCO, and American Ports—BROWN & BLAKE, San Francisco.

SINGAPORE, STRAITS, &c.—SAVAGE & CO., Swan Street, C. H. HENRICKS & CO., Manila.

CHINA—MACE, Moses A. A. de MEXICO & CO., Shantou, Quelch & CO., Amy, Wilson, NICHOLLS & CO., Foochow, HEDGE & CO., Shanghai.

LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL, \$7,500,000.
RESERVE FUND, \$4,400,000.
RESERVE FOR EQUALIZATION OF DIVIDENDS, \$400,000.
RESERVE LIABILITY OF PRINTERS, \$7,500,000.

NOTICES OF FITTINGS.

NOTICE.

M. LOUIS JUDELL, Chaspa, to sign our Birth on account of leaving China, and we have authorized Mr. OSCAR NOOTD, to sign our Name from this date.

HERTON & CO.
Pakhoi, 15th September, 1884. 1632

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. ALFRED THOMAS MANGER in our Firm ceases on the 30th day of June, 1884.

DOUGLAS LAPRAIK & CO.
Hongkong, September 23, 1884. 1617.

Prospectus.

PROSPECTUS OF THE CHINESE IMPERIAL GOVERNMENT SILVER LOAN, 1884.

AUTHORISED BY IMPERIAL DECREE
Dated 4th December, 1883.

For Dollars 2,789,400 equivalent of Taels 2,000,000 at 7.17, in Bonds of \$300 each Hongkong Currency, bearing interest at 8 per cent per annum.

Principal and Interest payable in Hongkong.

The Loan is divided into Two Portions for \$1,394,700.14 (1 Million Taels) cash, and marked respectively A & B.

The Bonds of Loan A are redeemable at par within 6 years (1887) by three yearly instalments, the first of which will be payable on the 15th March, 1885.

The Bonds of Loan B are redeemable at par within 6 years (1890) by three yearly instalments, the first of which will be payable on the 30th June 1888.

The Bonds will bear interest at the rate of 8 per cent per annum payable yearly, according to the English Calendar, as per annexed Schedule, at the Office of the HONGKONG AND SHANGHAI BANKING CORPORATION, at the Current Rate of Exchange for Demand Bills on Hongkong. The first Payment of interest on Loan A will be on 16th March, 1885, and on Loan B on 30th June, 1885.

The Drawing will take place in Hongkong one month previous to the dates of payment of the Drawn Bonds as given in the Schedule, and the Bonds so drawn will be paid off at par on the respective dates, specified at the Office of the HONGKONG AND SHANGHAI BANKING CORPORATION, after which date interest on the Bonds drawn will cease.

Bonds of loan will be issued on 25th October, 1884, against allotment Letter and on payment of the balance due on same from which date the public will receive interest upon the Bonds of both Loans.

Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to form to be obtained at the Bank or at the Post Office. When the form is presented with ten clean stamps the depositor will be credited one dollar.

Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent, per annum.

Deposits may be forwarded from the HONGKONG AND SHANGHAI BANKING CORPORATION to any other bank in Hongkong.

Interest at the rate of 8 per cent per annum will be allowed to Depositors on their daily balances.

Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

Covers containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence is to the business of the Bank will, if mailed on Hongkong Savings' Bank Business, be forwarded free of Postage or Registration fees by the various British Post Offices in Hongkong and China.

Withdrawals may be made on demand, but the personal attendance of the depositor, or duly appointed agent, and the production of his Pass-Book are necessary.

All documents connected with the business of the Savings' Bank are exempt from stamp duty.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, April 23, 1884. 715

With reference to the foregoing sealed tenders are invited for the above Loan at the Office of the HONGKONG AND SHANGHAI BANKING CORPORATION at Hongkong, Shanghai, and Yokohama, until Noon of SATURDAY, 18th October, 1884, when the tenders will be opened, afterwards no tender will be entertained. Applications have the option of taking either Loan A or Loan B and tenders should distinctly state which one is desired.

A deposit of ten per cent upon the amount tendered must accompany each application, such deposit to be made by Cheque on the Bank in Hongkong. The balance of the amount allotted to be paid on or before the 23rd October, 1884.

Deposit in payment of any instalments at the due date will render all previous payments liable to forfeiture.

No allotment is made the deposit will be returned if tendered, and if only a portion of the amount applied for is allotted, the balance of the deposit will be applied towards the payment of the last instalment.

All tenders to bear upon the cover Tender for Chinese Imperial Silver Loan of 1884.

The Corporation does not bind itself to accept any tender below par.

The prospectus and form of tender can be obtained on application at the Bank.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, April 23, 1884. 715

WITH Reference to the above, BUSINESS will be commenced on the 1st May, 1884.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, April 23, 1884. 716

Bank.

THE NEW ORIENTAL BANK CORPORATION LIMITED.

(Incorporated in London in 1868 July 1884, under the Companies Act, 1862, to 1883.)

LONDON BANKERS—UNION BANK OF LONDON, LTD.

BANK OF SCOTLAND, LONDON

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3 1/2 per Annum.

At 6 months' notice 4 1/2 per Annum.

At 12 months' notice 5 per Annum.

Charges for discounts and losses, which may be learnt on application.

J. MELVILLE MATSON,
Manager.

Hongkong, September 15, 1884. 1556

For Sale.

Lane, Crawford & Co.

BIG TO ANNOUNCE THAT THEY HAVE NOW OPENED THEIR

NEW FURNISHING & HOUSEHOLD DRAPERY DEPARTMENTS,

WITH A very large Stock of entirely

NEW GOODS,

SPECIALLY SELECTED FOR THE PRESENT SEASON

CONSISTING OF:

BRUSSEL'S CARPETS, BEST FIVE-YARD

QUALITY OF PURE WOOLS, FAST DYES, and this year's Choicest Designs.

BRUSSEL'S 2ND QUALITY AND TAPES TRY CARPETS, durable, moderate in price, and the newest patterns.

KENSINGTON CARPETS from \$17 each.

These are woven in one piece, bordered, fringed and reversible, they are most artistic and very suitable for Reception and Bed Rooms.

BRASS and IRON BEDSTEADS, and CHILDREN'S COTS in great variety.

The Patent WOVEN WIRE and the EXCELSIOR SPRING MATTRESSES in all sizes.

HOUSEHOLD LINENS. A very large Stock of the best TABLE DAMASK, LINEN and COTTON SHEETINGS, QUILTS, COUNTERPANES, BLANKETS, &c., at low prices.

ESTIMATES given for FURNISHING throughout, or LINE COVERING FURNITURE.

Hongkong, September 15, 1884. 1555

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, September 26, 1884. 1627

FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

The Company's Steamer

KING EDWARD, Captain R. JONES, will be despatched for the above Ports on SATURDAY, the 27th Instant, at Noon.

For Freight or Passage, apply to

RUSSELL & CO., Agents.

Hongkong, September 24, 1884. 1624

FOR SAIGON.

The British Steamship

MAURAS, Capt. H. PHILLIPS, will be despatched for the above Port on FRIDAY, the 3rd October.

For Freight or Passage, apply to

YUEN TAT HONG, Agents.

Hongkong, September 26, 1884. 1629

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship

TAKING, Captain D. DAVIES, will be despatched for the above Ports on SATURDAY, the 27th Instant, at 3 p.m.

This Steamer has superior First-class Passenger Accommodation specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, September 20, 1884. 1604

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUZ CANAL.

The Co.'s Steamship

WILMING, Captain J. WILMING, will be despatched as above on

SATURDAY, the 27th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, September 23, 1884. 1616

FOR SYDNEY, MELBOURNE AND ADELAIDE.

THE CO'S. STEAMSHIP

WILMING, Captain J. WILMING, will be despatched as above on

SATURDAY, the 27th Instant.

For Freight or Passage, apply to

RUSSELL & CO., Agents.

Hongkong, September 24, 1884. 1623

CHINA NAVIGATION COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Call'd at PORT DARWIN & QUEENSLAND LAND PORTS, and taking through cargo to NEW ZEALAND; through Passage Tickets granted to PORT MORESBY, NEW GUINEA).

The Eastern and Australian Steamship Co.'s

Cutter, Captain H. CRAIG, will be despatched above on or about TUESDAY, the 7th October.

Parcels (all of which must be sent to our Office) will be received up to 4 p.m. of the day previous.

Contents and value of the Packages must be declared.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 24, 1884. 1623

SAILING VESSELS.

FOR NEW YORK.

The 3/3 L.I.L. American Ship

LEWIS & J. MORSE, Master, will load here

for the above Port, and will have quick despatch.

For Freight, apply to

RUS

For Sale.

MACEWEN, FRICKEL & Co.
No. 53 Queen's Road East,
(Opposite the Commissariat),
ARE NOW
LANDING FROM AMERICA.

TOPCAN BUNTER,
Eastern and Californian CHEESE.
CODFISH, Boned.
Prime HAM and **BACON**.
Eagle Brand Condensed MILK.
BEEF in 25 lb. loafs.
Beef, Ideal SALMON in 5 lb. cans.
Cutting Dessert FRUITS in 24 lb. cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage MEAT.
Stuffed PEPPERS.
Assorted SOUPES.
Richardson & Robbin's Celebrated Potted MEATS.

Lunel HAM.

Lamb's TONGUES.

Clam CHOWDER.

Fresh OREGON SALMON.

Dried APPLES.

TOMATOES.

SUCCOTASH.

Maple SYRUP.

Golden SYRUP.

Cracked WHEAT.

HOMINY.

HONEY.

FAIRBANKS' SCALES.

400 lb. Capacity.

600 lb. "

900 lb. "

1,200 lb. "

K A I S A R - L - H I N D'
CIGARETTES

in crystallized Boxes of 100 at \$6.50 per mille.

SPORTING AND RIFLE GUNPOWDER
in 1 lb. Tins.**AGATE IRON WARE.**
Insertion RUBBER.

Tuck's PATENT PACKING.

HITCHCOCK HOUSE LAMPS.
PERFECTION STUDENT LAMPS.

LAWN BOWLS.

PAINTS and OILS.

TALLOW and TAR.

BITCH and ROSIN.

Ex late Arrivals from

ENGLAND.

A LARGE ASSORTMENT OF
S T O R E S,
including:**ALMONDS and RAISINS.**
FRENCH PLUMS.

TYSON'S DESSERT FRUITS.

JORDAN ALMONDS.

FINE YORK HAMS.

PICNIC TONGUES.

BREAKFAST TONGUES.

PATE DE FOIE GRAS.

Digby CHICKS.

Yarmouth BLOATTERS.

Kippered HERRINGS.

Herrings & SARDINES.

Irish BACON in tins.

COCONUTINA.

Van HOUTEN's COCOA.

Epp's COCOA.

S P A R T A N

COOKING STOVES.**CLARETS**

CHATEAU MARGAUX.

CHATEAU LA TOUX, pints & quarts.

BEEF GRAVES.

BREAKFAST CLARET, "

SHERRIES PORT—

SACOFF'S MANZANILIA & AMON-

TILLADO.

SACOFF'S OLD INVALID PORT

(1848).

HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.

1 and 3-star HENNESSY'S BRANDY.

FRENCH OLD BOURBON WHISKY.

KIRKMAN'S LL WHISKY.

ROYAL GLENDEE WHISKY.

BOOD'S OLD TOM.

E. & J. BURKE'S IRISH WHISKY.

ROSE'S LIME JUICE CORDIAL.

NOEL PRAT & Co.'s VERMOUTH.

JAMESON'S WHISKY.

MARSAI.

EASTERN CIDER.

CHARTREUSE.

MARASCHINO.

CURACAO.

ANGOSTURA BARKER and ORANGE BITTERS.

&c., &c., &c.

—

BASS'S ALE, Bottled by CAMERON and SAUNDERS, pints & quarts.

GUINNESS'S STOUT, Bottled by E. & J. BURKE, pints & quarts.

DRAUGHT ALE and PORTER, by the Gallon.

ALE and PORTER, in hogheads.

SPECIALTY SELECTED

O I G A R E S.

Mine New Season's CUMSHAW TEA, in 5 catty Boxes.

BREAKFAST CONGOU @ 26 cents per lb.

MILNER'S PATENT FIRE-PROOF

SAFES, CASH and PAPER

BOXES, at Manufacturer's Prices.

Hongkong, August 15, 1884.

Prospectus.

Prospectus.

HONGKONG & CHINA TRAMWAYS COMPANY, LIMITED.CAPITAL, \$100,000 DOLLARS.
In 10,000 Shares of \$50 each, \$5 payable on Application, \$10 on Allotment, and the Remainder by Calls as required.Provisional Committee:
The Hon. W. KESWICK (Chairman).
The Hon. T. JACKSON.
The Hon. F. D. SASQUIN.
C. P. CHATER, Esq.
Wm. DANBY, Esq.
W. H. FORBES, Esq.
W. K. HUGHES, Esq.
A. B. JOHNSON, Esq.
J. A. MUSSET, Esq.
Wm. WOTTON, Esq.Bankers:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.Directors:
W. M. DANBY, Esq., M. Inst. C.E.
R. K. LEIGH, Esq., Assoc. M. Inst. C.E.Solicitors:
MESSRS. BRERETON, WOTTON AND DEACON.Temporary Offices:
13, PRAYA CENTRAL, HONGKONG.ABRIDGED PROSPECTUS.
THE Company has been formed for the purpose of constructing, equipping, and working a series of Light Railways and Tramways in the City of Hongkong. Two Special Ordinances (Nos. 6 and 8) have been passed by the Legislative Council and the Government authorizing the construction and working of the same.

Victoria is very favourably adapted for Tramways owing to its configuration, the easy gradients of its principal streets, (the main thoroughfares from the East to the West ends, along which the Tramways will be laid), and the immense incessant traffic.

The Tramways will be constructed in the best and most substantial manner, and with all the latest improvements, with steel girder rails bedded in concrete; but no wood or other perishable material will be used.

The Tramways are intended to be worked by Steam Traction, such being much more economical, trustworthy, and under more effectual control, having more power of overcomes gradients, and giving better results (pecuniary and otherwise) than horse, compressed air, electricity or other motive power.

The engines will be constructed according to the Board of Trade regulations and will in no way be a nuisance, being almost silent, and having no machinery, smoke, or steam visible.

The Committee anticipate, from the relatively low cost per mile of the projected Tramways, combined with other numerous advantages connected with this undertaking, that the dividend returns will be satisfactory.

Applications for SHARES will be received until the 30th SEPTEMBER.

Hongkong, August 7, 1884.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(Incorporated under the Companies Acts 1862 to 1883, whereby the Liability of the Shareholders is limited to the amount of their Shares.)

CAPITAL £2,000,000.

First ISSUE of 100,000 SHARES of £10 EACH, Of which 50,000 are Reserved for Issue in India, China, Japan and the Colonies.

PAYABLE £1 on Application; £1 on Allotment, and the Balance of £8 at such times and in such sums not exceeding £2, as the Directors may determine, and at intervals not less than one month.

£1 on Application; £1 on Allotment, and the Balance of £8 at such times and in such sums not exceeding £2, as the Directors may determine, and at intervals not less than one month.

(Interest at Five per cent. per annum will be allowed upon all payments made in advance of Calls.)

Directors:
CHRISTIAN ALLBUSSEN, Esq., D. L. W. P. Director of the International Bank of London, Limited.

LIONEL R. C. BOYLE, Esq., Founder of the Oriental Bank Corporation.

E. F. HARRISON, Esq., C.S.I., Late of Sir Charles Forbes & Co., and formerly President of the Bank of Bengal.

SIR BENJAMIN G. C. FINN, K.C.M.G., Oriental Club, Haussler Square, late Governor of Leeward Islands.

GRANT HEATHLY TOD-HEATHLY, Esq., 13, Carlton House Terrace, London, S.W.

Bankers:
THE UNION BANK OF LONDON, LIMITED.

THE BANK OF SCOTLAND (Edinburgh, London and Branches).

Messrs STEER, LAWFORD & CURETON, 3, Draper's Gardens, E.C.

Solicitors:
MESSRS. HOLLMAN, SON & COWARD, Mincing Lane, London.Interim Secretary:
R. T. ROHDE, Esq.

TEMPORARY OFFICES: 40, Threadneedle Street, E.C.

Forms of Application for SHARES may be obtained from the Office of the ORIENTAL BANK CORPORATION, Hongkong.

All Payments for SHARES will be made to the Hongkong & SHANGHAI BANKING CORPORATION, who will grant receipts for the same.

Applications for SHARES will be received until the 15th September.

1367

NOTICE TO CONSIGNEES.

SHAREHOLDERS are requested to send in their PROVISIONAL CERTIFICATES to the Undersigned, by the 15th Instant, in Order that they may be EXCHANGED for FULL PAID-UP SHARES.

All Communications to the Company, and after the 1st of October next, should be addressed to Mr. ALEXANDER BALM, Manager, at the Works, Bowrington.

WILLIAM LEGGE, Acting Secretary.

Hongkong, September 1, 1884. 1468

WANTED.

FOR THE SINGAPORE & STRAITS PRINTING OFFICE, Singapore, a FOREMAN LITHOGRAPHER.

Apply, with Testimonials, stating Wages expected to

The Manager,

SINGAPORE & STRAITS PRINTING OFFICE, Singapore.

4th September, 1884. 1487

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

The Steamship *Glengyle*, Captain R. G. Plenge, will be despatched as above TO-MORROW (Saturday), at Noon, instead of previously arranged.

For Freight or Passage apply to

JARDINE, MATHESON & Co.

Hongkong, September 26, 1884. 1621

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT of BUSINESS Contributed during the Half-Year ended 30th June, 1884, or on or before the 20th September next, on which date the Accounts will be Closed.

By Order of the Board of Directors,

D. GILLIES, Secretary.

Hongkong, August 18, 1884. 1621

NOTICE TO CONSIGNEES.

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Bellona*, Captain W. Schaefer, having arrived from the above Ports, Consignees of Cargo are hereby informed that the Goods are being landed to the Undersigned for counter-signature, and to take immediate delivery of their Goods.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

SIEMSEN & Co., Agents.

Hongkong, May 1, 1882. 256

NOTICE TO CONSIGNEES.

Vessels Advertised as Loading.

Destination. Vessel. Captain. Agents. Date of Leaving.

Amoy. Compta (s). Lamper. Jardine, Matheson & Co. Oct. 1, at daylight.

Higo and Yokohama. Sagami Maru (s). Day. Butterfield & Swire. September 30.

London, via Suez Canal. Agamemnon (s). Wilding. Butterfield & Swire. September 27.

London, via Suez Canal. Glengyle (s). Hoggs. Jardine, Matheson & Co. October 2, at noon.

Marselles, &c., via Saigon. Djemal (s). Lequette. Messageries Maritimes. October 2, at noon.

New York. Great Admiral. Rowell. Russell & Co. quick despatch.

THE CHINA MAIL.

The Government Astronomer reports to-day:—The Barometer is slowly falling over Lupon and has risen elsewhere, except in Windstock. Light winds prevail everywhere at present. The typhoon forecast by me on the 10th has entered and is quickly traversing the sea of Japan, and thus forecast on the 23rd appears to be still East of Lupon, which it is slowly approaching.

We have to acknowledge receipt of part 4 of the Netherlands Minister's (Mr. J. H. Ferguson) *Memoir of International Law*, for the use of Navies, Colonies and Consulates. The part before us deals with the "Mutual rights and responsibilities of states in time of peace." Part 5 will be on "War and its appurtenances," and should be of special value, if it is published before the French-Chinese trouble is concluded. The publishers here are Messrs Noronha & Co.

The following telegram from the Straits Times varies somewhat from the corresponding one published here:—

London, Sept. 18.—Telegrams have been received from General Gordon up to 26th August, announcing that he would occupy Berlin within a few days,—and then await the arrival of British troops.

He again asks for Zehra Pash to be despatched; also for £300,000 to be sent him.

ANOTHER rifle competition, between the members of the Police force is in course of arrangement, and will probably take place early next month. There are to be fifteen prizes to be competed for, and Captain D'Estre, Captain Superintendent of the force, has most liberally subscribed £100 towards the amount of the prize. The weapon used will be the Martini-Henry carbine, and the ranges 200, 300 and 500 yards.

IMPORTANT military operations are to be undertaken by the French in Tonquin in a month or two. The reliefs and reinforcements will mostly all have arrived by the end of next month, and by that time active operations will have commenced.

Among the earliest movements to be made, we believe, is the despatch of four distinct columns of troops from Hanoi. Three of these are to proceed to the Chinese frontier. One column will, if possible, occupy Langson, another Cao Bang, and a third, Lao Kai. The columns for Langson and Cao Bang will very possibly move in company as far as Langson, from which there is a road to Cao Bang. The road from Langson runs in a North Easterly direction from Hanoi, and the route from Langson to Cao Bang runs in a Westerly direction. In addition to the certainty of these columns encountering a strong force of Chinese, there will be immense difficulties to be overcome in transporting stores, and in keeping open the lines of communication. Their task will, therefore, be a severe and dangerous one.

The column to Lao Kai will have to proceed up the Red River in boats. Lao Kai is situated on the North Western frontier of Tonquin, on the Red River, which is navigable as far as Sonley by small gun-boats. Beyond that it is navigable by boats of light draft as far as Lao Kai, but there are several rather dangerous rapids to be overcome on the way.

The last column will proceed South to Than Hoa, the place where nine French priests were massacred some time ago.

This steamer Glenoe and Namee arrived here from Foochow to-day. The former left the Anchorage on the 24th, and the latter on the 25th. Nothing had been heard of the reported landing of 2,000 French troops at the Kimpan Pass on the 16th instant, when these vessels left the Anchorage, and as they steamed through the Passes (the Mingan and Kimpan) the officers observed the Chinese were still hard at work on the fortifications. During the three days the Namee lay at the Anchorage, an immense number of Chinese soldiers passed down the river towards the Mingan and Kimpan Passes in junks. Captain Leo Baul, who saved himself and his crew from the attack of the French, by acting on the principle of

"He fights and runs away."

Lives to fight another day" was still on board his own vessel, but was momentarily expecting to be summoned to have his head removed. The river is not yet blocked for gunboats. When the Namee left, the Zephyr and Asteroid were still at Foochow, the Champion was at the Anchorage, and the Namee was at Sharp Peak. Eight French men-of-war were under Matsen Island, and it is said the troops brought up in transports are encamped on that island.

The Glenoe passed La Galissoniere, bound north, of the Brothers yesterday.

As will be seen from the following report, the Namee was compelled to remain under shelter at Sharp Point for two days. She reports:—"Left Pagoda Anchorage on the morning of the 21st instant, and anchored under Sharp Point until the morning of the 23rd instant, when the weather moderated, proceeding on our voyage to Amoy. The lowest reading of the barometer was 26.16. During the time we lay at anchor the wind changed from the N.E. to N.W. The S.S. Fox and Alice were last at anchor at Sharp Point during the

gale,

and also left on the morning of the 23rd.

The steamers Roslyn, Douglas and Agamemnon were passed at No. 2 Buoy, came in first with comparative ease. Almada was a good second, Costa a good third and Stompan an excellent fourth. De Mello's time was 1 min. 41 sec.

De Mello, 1
Almada, 2

4.—4.15 p.m., SHOOT RACE. (2 lengths). (Open). 1st prize, value \$10; 2nd prize, value \$5.

Entries.—S. Barr, Captain Barclay, G.

Grimble, H. Arthur and J. Williams.

Barr, the winner of the same race the

two previous seasons, soon asserted himself, and maintained a short lead all through.

He was sorely pressed the whole way

through by Grimble (who bids fair to eclipse

the performances of his brother, F. Grimble, in years gone by) and Captain Barclay. Barr reached the goal about a quarter of a length ahead of Grimble, and there was about the same distance between Grimble and Captain Barclay. Arthur and Williams were almost neck and neck in fourth place, not far behind the leaders. Altogether the race was a well-contested and spirited one. Time 69.4 seconds.

S. Barr, 1
G. Grimble, 2
Capt. Barclay, 3

5.—5.15 p.m., HEADER FISH STAKE. 1st prize, value \$10; 2nd prize, value \$5.

Only three competitors stripped for the high dive, Grimble, Machado and Wilson. Each had three dives, the prize being given to the best display on the three attempts.

Wilson, whose legs went over rather too far in the first plunge, retired, and left the event to be contested by Grimble and Machado.

The former made three really splendid plunges, entering the water cleanly and

with very little splash and recovering himself in good time. Machado dived very fairly but made considerably more splash, though his recovery was very rapid. As

only three competed, no second prize was given.

G. Grimble, 1

6.—5.30, LONG RACE. (Round the Rod Buoy and back). (Handicap); 1st prize, value \$10; 2nd prize, value \$5.

Entries.—C. A. Cornish, A. Reuter and C. Denkau (Scratch), W. Wilson (15 seconds), and J. Williams (20 seconds).

The conditions were that the swimmers

should go round the Red Buoy and back,

but instead of this they were required to go round a boat moored on the inside of the British gunboat Linnet, anchored about 200 yards from the shore.

There was considerable confusion in the starting. Reuter (scratch) started immediately after Williams (23 seconds),

and Denkau (also scratch) went off almost simultaneously with Wilson (15 seconds).

AN ATTTEMPT AT HOUSEBREAKING.

A swearer, named Ho Acheng, was charged with breaking upon the roof of a house in Shing Chuan, student, in the night time, with intent to commit a felony;

and also with being in possession of burglar weapons on the night of the 26th inst.

Wong Chia, P. O. 283, heard cries of

"Help! Help!" and ran up to the roof of No. 7. When defendant saw the constable he jumped down and hurt his foot, but managed to run into a house and shut the door. The people in the house admitted the constable, who found the defendant at the foot of the staircase. The constable found a chief and pincers where the defendant was standing.

The defendant admitted being on the roof,

but disclaimed the ownership of the instruments. He also admitted three previous convictions, and was now sentenced to six months' hard labour, the first and last fourteen days to be in solitary confinement.

Foochow.

(From our Correspondent.)

17 Sept. 1884.

Since the attack of the French, the natives here appear to have lost what few

semen they possessed, and are acting in the

most extraordinary and erratic manner.

An illustration of this, I may state that

whilst a large junk was proceeding down

the river yesterday, she was fired upon and sank at Limpo; and with what view, it is

difficult to conceive. The hypothesis, how-

ever, is that the sinking of the vessel was

considered to be an additional barrier to

the French fleet, which is daily expected to return to bombard the City. The natives are most active in re-constructing their fortifications, and are offering fabulous prices for the procuring of guns of foreign manufac-

turers.

A few merchants here, who find that

trade is scarcely so brisk as formerly, ap-

pear to loudly lament their inability to

satisfy this demand.

The reason now assigned by the Chinese

for their utter defeat, is that the French

did not give them fair warning of their

contemplated attack; otherwise the result

would have been very different.

Every preparation is again being made to

encounter the French fleet, and the renun-

cation offered to even coolias to enlist at

the army in for them very large; but the

natives are too well aware that when they

receive their wages, the amount has

windmilled considerably down, owing to the

squeeze made by Chinese officials who are

chiefly dependent upon this for their means

of existence, and it is therefore a most

difficult matter to obtain recruits.

The general impression amongst the Chinese is that the French fleet will return on Sunday

next, the 23rd, to bombard the City, and

every arrangement is being made for an

attack.

A very serious affray has just taken place

between the inhabitants of two villages

called Daidow and Parshing, which are

through a dispute about land, the result

being the loss of several lives. The Set-

tlement is comparatively quiet, but it

would be dangerous to venture into the

City, as the natives continue in great

excitement, and vow vengeance against

Cathay; Machado and Arthur, and

De Mello (scratch).

The boys put great spirit and vigor

into their swimming. The smallest man

in the squad, Stompan, swam with great pluck

and was the first to touch the boards at the

first length. De Mello was the second,

and Almada the third.

De Mello, 1

Almada, 2

Stompan, 3

4.—4.15 p.m., BOAT RACE. (2 lengths).

(Handicap); 1st prize, value \$10; 2nd prize, value \$5.

Entries.—O. A. Cornish, A. Reuter and

C. Denkau (Scratch), W. Wilson (15

seconds), and J. Williams (20 seconds).

The boat race was passed at No. 2 Buoy,

and the race was won by Almada.

De Mello continued to swim with great spirit, but De

Mello, the tallest and most muscular lad,

came in first with comparative ease. Almada was a good second, Costa a good third and

Stompan an excellent fourth. De Mello's

time was 1 min. 41 sec.

De Mello, 1

Almada, 2

Costa, 3

Stompan, 4

5.—4.15 p.m., SHOOT RACE. (2 lengths).

(Open); 1st prize, value \$10; 2nd prize, value \$5.

Entries.—S. Barr, Captain Barclay, G.

Grimble, H. Arthur and J. Williams.

Barr, the winner of the same race the

two previous seasons, soon asserted

himself, and maintained a short lead all through.

He was sorely pressed the whole way

through by Grimble (who bids fair to

eclipse the performances of his brother, F. Grimble, in years gone by) and Captain Barclay. Barr reached the goal about a quarter of a length ahead of Grimble, and there was about the same distance between Grimble and Captain Barclay. Arthur and Williams were almost neck and neck in fourth place, not far behind the leaders. Altogether the race was a well-contested and spirited one. Time 69.4 seconds.

De Mello, 1

Almada, 2

Costa, 3

Stompan, 4

5.—4.15 p.m., DUKE HUNT; pine, value \$10.

This was the comic event in the after-

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Quarts..... \$50 per case of 1 doz.
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GIBB, LIVINGSTON & Co. HONGKONG, July 15, 1884. 1187

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THE PREMISES in MARINE HOUSE, Queen's Road, now occupied by the NOVELTY STORE. Apply to HONGKONG DISPENSARY. HONGKONG, July 14, 1884. 1108

Intimations.

DRY DOCK AND PATENT SLIP, NAGASAKI.

THE Undersigned have been appointed AGENTS FOR THE IMPERIAL GOVERNMENT DRY DOCK AND PATENT SLIP, at Nagasaki, and are prepared to supply tenders for the DUCKING CLINIC, PAINTING, &c., of Vessels. The Exports Works in connection with the Dockyard are under the direction of experienced Engineers and possess all the necessary appliances for repairs to Ships and MACHINERY.

HOLME, RINGER & Co. NAGASAKI, March, 1884. 645

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

AJUSTMENT OF BONDS FOR THE YEAR 1883.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in Order that the DISTRIBUTION of the PROFITS reserved for CONTRIBUTIONS may be arranged. Returns not rendered prior to the Thirty-first day of October next, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATTHEWS & Co., General Managers. HONGKONG, August 15, 1884. 1373

HOTEL DE L'UNIVERS, WYNDHAM STREET, HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports that he will RE-OPEN

THE HOTEL DE L'UNIVERS on the 1st March.

The whole of the ROOMS have been NEWLY FURNISHED throughout; and there are ROOMS suitable for either MARKET COURSES or SICK PERSONS.

The TABLE will be supplied with the BEST the market can provide.

The WINES and LIQUORS supplied, both at the Bar and Table will be of the VERY BEST BRANDS.

GENTLEMEN desirous of taking Meals, such as TIFFINS and DINNERS, can have ALL REQUISITE information by applying to

GEORGE STAINFIELD,

Proprietor.

HONGKONG, February 23, 1884. 388

Intimations.

Mails.

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TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND OTHER CONNECTING ROUTES.

THE S. S. ALBIC will be despatched from San Francisco via Yokohama, on WEDNESDAY, the 1st October, at 3 p.m.

Connection being made at Yokohama, the Route is spacious, well ventilated and most comfortable and hygienic in nature, and have just been refurbished in a most comfortable and hygienic manner, suited to the requirements of the Pass.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

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Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Offices addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 604, Queen's Road Central, Hongkong.

F. E. FOSTER, Agent.

HONGKONG, September 18, 1884. 1585

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to day.

Great Island, Vessel near the Harbour, the same divided into eight Sections, commencing at the Point where the Harbour turns to the Kowloon shore, and then in the body of the Harbour.

Shipping or midway between each shore are marked, in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.

2. From Gas Works to the P. & O. Co.'s Factory.

3. From P. & O. Co.'s Factory to the Harbour Master's Office.

4. From Harbour Master's to the P. & O. Co.'s Office.

5. From P. & O. Co.'s Office to Peck's Wharf.

6. From Peck's Wharf to the Naval Yard.

7. From Naval Yard to the Pier.

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